

## CHAPTER 6 • LAND USE PLANNING



*The AICUZ presents three areas of concerns for land use planning; noise zones, Accident Potential Zones, and height and obstruction criteria.*

*Existing acreage within the adopted noise contours (both off-base and on-base) is 24,755 acres and will increase to 26,288 acres for projected MCAS Miramar operations.*

*Based on the current adopted noise contours, the total residential population affected is 17,961 persons in 8,220 houses.*



To ensure compatible land use planning, three separate and distinct issues need to be addressed. Focused areas of concern include noise, safety, and airspace.

Local governments are charged with protecting the health, safety, and welfare of residents. To achieve this responsibility, local governments with land use authority plan and control land use development through zoning. The Marine Corps will continue to identify impacted areas and provide technical assistance by supplying guidelines and recommendations that local governments can use when exercising their jurisdictional authority.

### 6.1 NOISE EFFECTS ON LAND USE

The existing acreage within the adopted noise contours (both off-base and on-base) is 24,755 acres and increases to 26,288 acres under the projected MCAS Miramar operations. This represents a 1,533 acre increase from the Navy to the projected Marine Corps operations overall. The largest increase in a contour is for the 60 db CNEL which will increase from 8,954 acres to 10,138 acres and occurs in an area that is primarily industrial and commercial in orientation. The 65 db CNEL increased from 5,135 acres to 5,575 acres. In contrast, the 80 db CNEL decreased from 4,110 acres to 1,560 acres. The most noticeable contour changes occur in three areas: the Seawolf Corridor, the Julian Corridor, and the I-15 Corridor.

Based on the current adopted noise contours, the total residential population affected is 17,961 persons in 8,220 houses. This number increases to 25,223 in 10,433 houses using the new proposed MCAS contours. Table 6-1 includes a comparison of the effects of noise on residential land uses between the adopted contours and the projected noise for Miramar operations.

The DoN has established recommendations for land use planning to include minimum building sound level requirements. Table 2 of the appendix "Suggested Land Use Compatibility in Noise Zones", summarizes the criteria outlined in OPNAVINST 11010.36B. The California Code of Regulations, Title 24, Noise Insulation Standards (CCR Title 24), limits the interior noise level of all new multi-family residences to 45 dB CNEL or below. In addition, if the exterior sound level is greater than 60 dB CNEL, Title 24 requires the preparation of an acoustical analysis showing that the proposed design for single family homes will limit interior noise to less than 45 dB CNEL. The City of San Diego standards for construction of homes apply Title 24 requirements to new detached single family residences within an aircraft-generated CNEL of 65 dB or greater.

Table 6-1: Comparison of Residential Population and Housing Units Affected by Noise Contours

**NAS Miramar CLUP Noise Contours**

| <b>CNEL Noise Level</b> | <b>Census 2000 Data</b>       |                      |                     |
|-------------------------|-------------------------------|----------------------|---------------------|
|                         | <b>Residential Population</b> | <b>Housing Units</b> | <b>Totals Acres</b> |
| 60 dB                   | 16,709                        | 7,741                | 8,954               |
| 65 dB                   | 1,248                         | 477*                 | 5,135               |
| 70 dB                   | 4                             | 2                    | 3,655               |
| 75 dB                   | 0                             | 0                    | 2,901               |
| 80 dB                   | 0                             | 0                    | 4,110               |
|                         | 17,961                        | 8,220                | 24,755              |

**MCAS Miramar Projected Noise Contours**

| <b>CNEL Noise Level</b> | <b>Census 2000 Data</b>       |                      |                     |
|-------------------------|-------------------------------|----------------------|---------------------|
|                         | <b>Residential Population</b> | <b>Housing Units</b> | <b>Totals Acres</b> |
| 60 dB                   | 24,126                        | 10,111               | 10,138              |
| 65 dB                   | 1,096                         | 322**                | 5,575               |
| 70 dB                   | 1                             | 0                    | 4,250               |
| 75 dB                   | 0                             | 0                    | 3,373               |
| 80 dB                   | 0                             | 0                    | 1,560               |
| 85 dB                   | 0                             | 0                    | 1,392               |
|                         | 25,223                        | 10,433               | 26,288              |

\* 488 based on census, fieldwork verified only 477 residential units

\*\* 449 based on census data, fieldwork verified only 322 detached homes &amp; 68 mobile homes

**6.2 EXISTING AND PROJECTED LAND USE**

The region's population, housing and employment growth and its geographic distribution are described in the 2030 City/County, Regional Economic Growth Forecast prepared by SANDAG. It projects regionwide totals of population, housing and employment for a 30 year period (2000-2030). The second phase of the management plan determines the distribution of the population, housing and employment among the region's 18 cities and the unincorporated areas of the county. The proposed land uses addressed in this chapter are based on adopted community plans and general plans associated with each city or unincorporated area as documented by SANDAG.

**6.3 LAND USE OVERSIGHT**

Since the military does not have jurisdictional powers to control surrounding area land uses, installations are dependent upon cooperative efforts from local planning agencies to help protect the public health, safety, and welfare. MCAS Miramar operations fall within the jurisdictions of the cities of San Diego, Poway, Del Mar, and the County of San Diego.

The current guidelines for land use planning purposes are presented in the 1992 SANDAG Comprehensive Land Use Plan (CLUP) for NAS Miramar. The CLUP identifies the operational impacts, such as noise and accident po-

Table 6-2: Comparison of Land Uses Found under the NAS Miramar and MCAS Miramar CNEL Noise Contours

|                          | 60 CNEL      |               | 65 CNEL      |              | 70 CNEL      |              | 75 CNEL      |              | 80 CNEL      |              | 85 CNEL     |              |
|--------------------------|--------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------|
|                          | NAS Miramar  | MCAS Miramar  | NAS Miramar  | MCAS Miramar | NAS Miramar  | MCAS Miramar | NAS Miramar  | MCAS Miramar | NAS Miramar  | MCAS Miramar | NAS Miramar | MCAS Miramar |
| <b>EXISTING LAND USE</b> |              |               |              |              |              |              |              |              |              |              |             |              |
| Residential              | 767          | 1,045         | 100          | 147          | 1            | 0            | 0            | 0            | 0            | 0            | 0           | 0            |
| Lodging / Group Quarters | 50           | 35            | 46           | 20           | 13           | 41           | 0            | 13           | 0            | 0            | 0           | 0            |
| Industrial               | 1,640        | 1,604         | 734          | 1,019        | 369          | 493          | 15           | 144          | 1            | 0            | 0           | 0            |
| Junkyard/Landfill        |              | 0             | 10           | 33           | 177          | 165          | 385          | 281          | 300          | 287          | 0           | 106          |
| Transportation           | 949          | 1,260         | 774          | 863          | 454          | 524          | 285          | 300          | 936          | 215          | 0           | 678          |
| Commercial               | 142          | 224           | 79           | 115          | 50           | 49           | 0            | 37           | 0            | 0            | 0           | 0            |
| Office                   | 234          | 339           | 165          | 157          | 6            | 6            | 7            | 6            | 3            | 6            | 0           | 1            |
| Public Service           | 24           | 13            | 128          | 126          | 9            | 21           | 2            | 1            | 0            | 2            | 0           | 1            |
| Medical                  | 5            | 12            | 5            | 5            | 0            | 0            | 0            | 0            | 0            | 0            | 0           | 0            |
| Military                 | 911          | 651           | 462          | 375          | 340          | 306          | 142          | 110          | 77           | 23           | 0           | 5            |
| Schools                  | 53           | 139           | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0           | 0            |
| Park & Recreation        | 224          | 69            | 385          | 212          | 69           | 325          | 34           | 74           | 73           | 35           | 0           | 0            |
| Open Space               | 1,829        | 2,658         | 801          | 783          | 758          | 862          | 821          | 1,145        | 1,365        | 465          | 0           | 325          |
| Agriculture              | 9            | 39            | 0            | 21           | 57           | 66           | 22           | 0            | 0            | 0            | 0           | 0            |
| Vacant Land              | 2,057        | 2,003         | 1,425        | 1,674        | 1,352        | 1,391        | 1,186        | 1,262        | 1,355        | 523          | 0           | 276          |
| Water Bodies             | 3            | 3             | 0            | 0            | 1            | 1            | 4            | 0            | 0            | 4            | 0           | 0            |
| Under Construction       | 58           | 44            | 21           | 25           | 0            | 0            | 0            | 0            | 0            | 0            | 0           | 0            |
| <b>Total Acres</b>       | <b>8,954</b> | <b>10,138</b> | <b>5,135</b> | <b>5,575</b> | <b>3,655</b> | <b>4,250</b> | <b>2,901</b> | <b>3,373</b> | <b>4,110</b> | <b>1,560</b> | <b>0</b>    | <b>1,392</b> |

Some of the land uses (shown in yellow above) are considered existing and nonconforming to the Navy Guidelines for noise contours (see Appendix Table 2)

tential zones, to ensure compatible land use planning with Miramar operations. Land use authority is retained by the local jurisdictions for site development and to implement the conditions set forth in the CLUP. This is exercised for all ministerial and discretionary permits, including community plan amendments, specific plans, planned development permits, rezoning applications, building and tenant improvement permits.

A variety of other land use strategies oriented towards federal, Marine Corps, state and local levels are available for encouraging compatible land uses within the AICUZ footprint. Implementation of the AICUZ land use guidelines ensures beneficial use of nearby property that is consistent with airfield operations.

## 6.4 RESTRICTIVE USE EASEMENTS

During the 1970s and 80s, the DoN acquired restrictive use easements over nearly 400 acres of property in surrounding communities. These parcels are mostly contained within the primary departure corridors for Miramar operations and were determined to be essential in ensuring compatible land use planning within these critical areas. Additionally, restrictive use easements were retained in South Miramar with the construction of State Route 52, which then transected federal property. Remnant parcels severed by the freeway then were sold subject to restrictive use easements that run with the land. Development within these parcels must be consistent with the provisions of the easements held by the United States of America. Site elevation, lot coverage and types of land uses are specifically addressed within these covenants. These easements are maintained as an additional tool to ensure compatible land use planning in surrounding communities adjacent to MCAS Miramar and serve to protect the military's mission essential training and readiness requirements in these areas. A map identifying where these areas are located is provided on Figure 6-1.

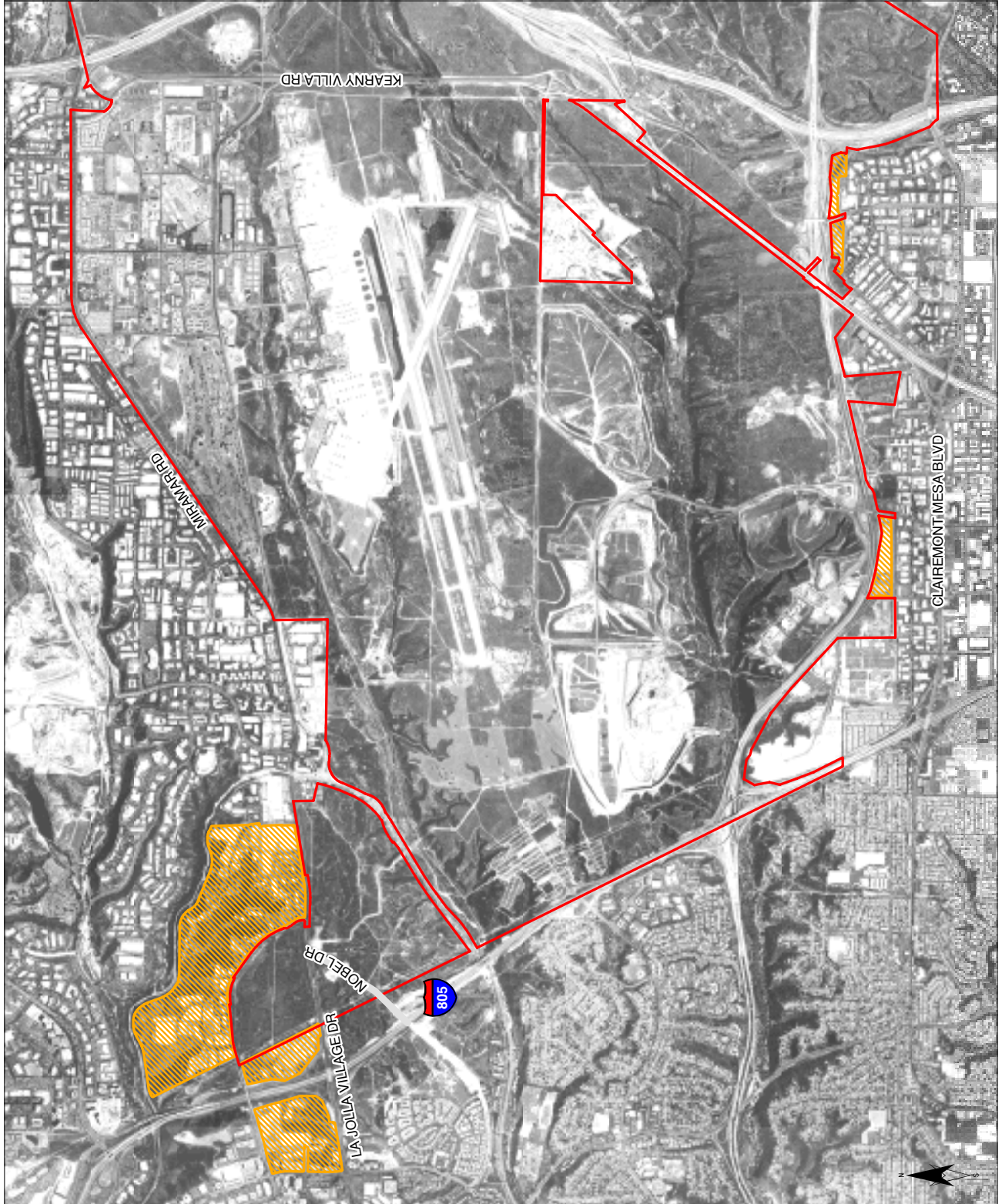
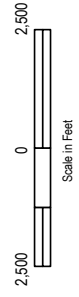


# MCAS MIRAMAR

Figure 6-1

Restrictive Use Easements

-  Restrictive Use Easements
-  MCAS Miramar Boundary



## 6.5 MAJOR DEVELOPMENT PROJECTS

Proposed long range land use plans in surroundings communities include the following (refer to Figure 6-2):

### 1. North City Future Urbanizing Area Framework Plan

The North City Future Urbanizing Area (**NCFUA**) is 12,000 acres, stretching from Interstate 5 east almost to Interstate 15, with the Los Penasquitos Canyon at the southernmost edge and the Santa Fe Valley to the north. The Framework Plan envisions half of the area to be retained in open space. Some small land areas with higher intensity uses are proposed to contain mixed use community cores and employment centers. It has been proposed that the area's designation be shifted from future urbanizing to urbanizing. However, during the spring 1994 election, the proposition was voted down. Unless another proposal and ballot measure is passed, the area is likely to develop as rural residential.

### 2. Fenton Parcel, Carroll Canyon

The Fenton Parcel, consisting of approximately 592 acres, reclaims the Fenton mining site by creating a multi-use community consisting of a combination of land uses including office, light industrial/business parks, residential and retail commercial uses. Development of the parcel includes 40 acres of mixed use; 47 acres of industrial; 66 acres of industrial/business park; 69 acres of residential; and 20 acres of parks. The remaining acreage will be set aside as open space.

### 3. Carroll Canyon Business Park

The Vulcan Parcel (formerly owned by CALMAT) is approximately 443 acres and allows for the development of the resource extraction land owned by Vulcan. It is located on both the north and south sides of the planned extension of Carroll Canyon Road, beginning generally at the intersection of Carroll Canyon Road at Black Mountain Road and extending westward beyond its intersection with Camino Ruiz. Proposed development includes retail, office, industrial, research and development, and residential.

### 4. Spectrum Center

The development is partially complete and is located on the former General Dynamics site, east of SR 163 and south of Clairemont Mesa Boulevard. This project is consistent with the adopted CLUP for NAS Miramar and this AICUZ.

### 5. Monticeto/Sycamore Estates

These relatively large scale residential communities will be built directly to the north of the station boundary, on former General Dynamics property. This major new project is consistent with the adopted CLUP for NAS Miramar and this AICUZ.

### 6. Fanita Ranch

Fanita Ranch has been proposed in a variety of density alternatives and is not approved at this time. It is situated under the approach flight path and is consistent with the adopted CLUP for NAS Miramar and this AICUZ.

### 7. Allred Collins Business Park

This property has been approved for development by the City of San Diego. It is situated directly adjacent to the station, south of SR-52, east of I-805 and west of Convoy Street. The project site is proposed to be a light industrial and business park. However, based on current market conditions, only commercial retail uses have been developed thus far. Some of the property is affected by restrictive use easements.

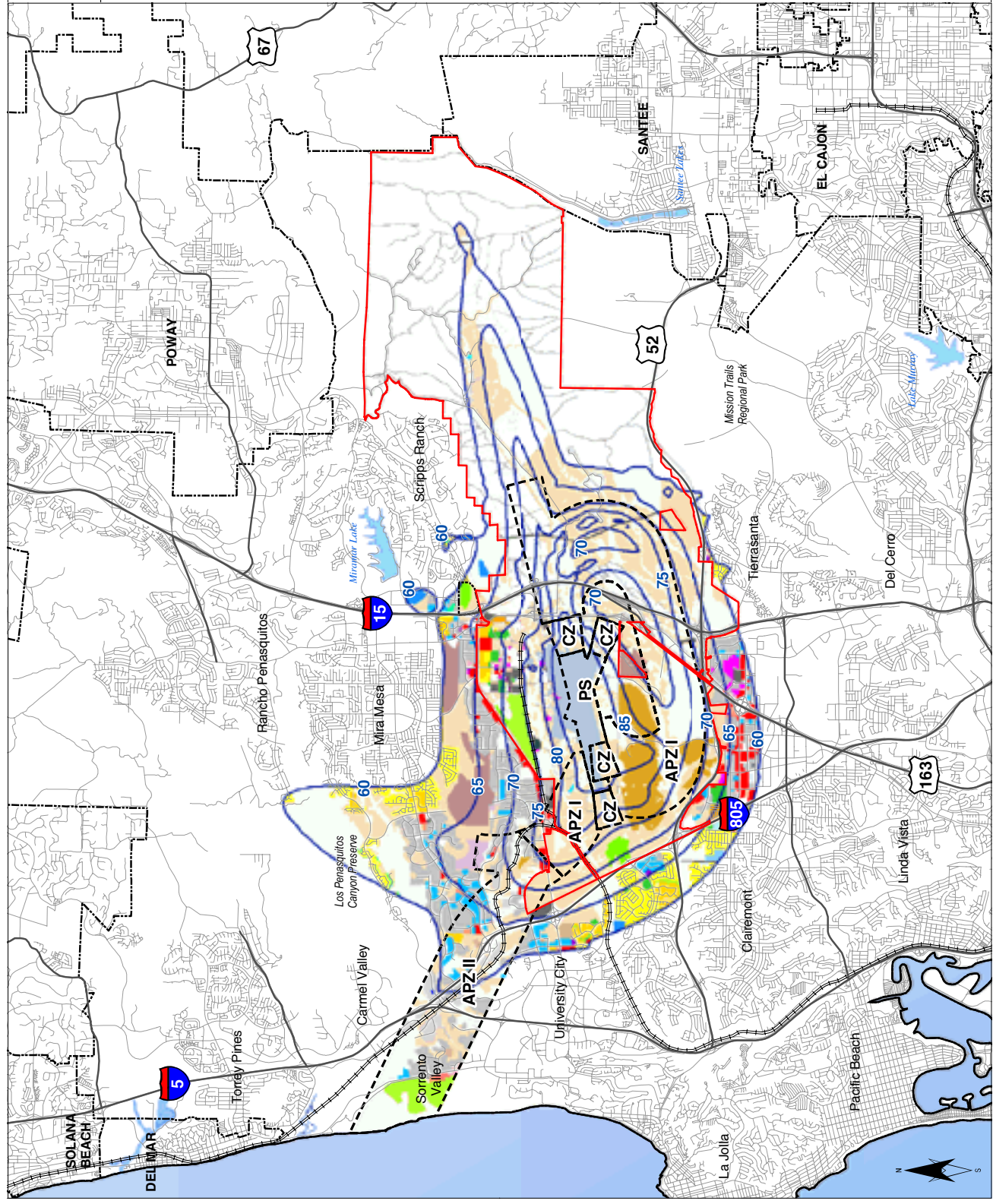
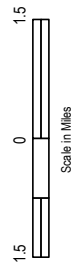


# MCAS MIRAMAR

**Figure 6-2**  
Developed Land Uses Within MCAS  
Miramar CNEL Noise Contours and APZs

- Single Family Residential
  - Multi Family Residential
  - Hotel/Motel/Resorts
  - Light Industry
  - Extractive Industry
  - Junkyard/Dump/Landfill
  - Other Transportation
  - Commercial
  - Office
  - Religious Facilities
  - Other Public Services
  - Health Care
  - Schools
  - Other Recreation
  - Parks
  - Open Space Reserves/Preserves
  - Agriculture
  - Vacant / Undeveloped
  - Under Construction
  - Military
- MCAS Miramar Noise Contours  
MCAS Miramar APZ

Source: Land Use from SANDAG, 2002





## 6.6 APZ EFFECTS ON LAND USE AND SAFETY

The purpose of land use compatibility guidelines for APZs is to limit the density of people at any one time and the coverage of development on a particular site. Restrictions on persons per acre and maximum site coverages are methods that allow for decreasing public risk and increasing pilot options for downing a malfunctioning aircraft. Land use guidelines in APZs are more conservative than those for noise impact, since the possible consequences of incompatible development are more serious. An overlay of the APZs and the underlying land uses can be seen on Figure 6-2.

Table 6-3, "Suggested Land Use Compatibility in APZs" can be found in the appendix. This reference from OPNAVINST 11010.36B provides guidance for determining the types of land uses considered to be compatible and provides exceptions and conditions to ensure consistency with Miramar operations.

Table 6-3 summarizes the land uses within the APZs under existing conditions using 2002 land use data.

The total number of acres within APZs will drop from 10,155 acres to 10,122 acres. Off-base acreage will increase by 266 acres. In general, most of the uses affected by the APZs are considered to be compatible. Those that may or may not be compatible based on use and density are shown highlighted on Table 6-3 in yellow.

## 6.7 COMPATIBILITY WITH HEIGHT & OBSTRUCTIONS

It is beyond the scope of this study to determine the incompatibilities of future development under the appropriate height and obstruction criteria. However, discussion of the criteria is provided below. Figure 5-1 in Chapter 5 can be referenced for the height and obstruction criteria.

Any development proposal that includes an object over two hundred feet above ground level or which penetrates the 100:1 slope surface extending to 20,000 feet from the nearest point of the nearest runway must be submitted to the FAA for an obstruction evaluation. In addition, the CLUP requires that SANDAG and MCAS Miramar be notified of these proposals by the applicant.

## 6.8 AIRSPACE ENCROACHMENT CONFLICTS

The airspace in the San Diego area is one of the most congested air traffic areas in the country. The FAA and the Department of Defense have established air traffic control procedures and patterns to ensure safety of flight in the airspace.



*Restrictions on persons per acre and maximum site coverages are methods that allow for decreasing public risk and increasing pilot options for downing a malfunctioning aircraft.*

*The total number of acres within APZs will drop from 10,155 acres to 10,122 acres. Off-base acreage will increase by 266 acres.*

Table 6-3: Off-base Land Uses Found within the APZs

| Land Uses Affected (Acres)<br>Based on Existing Land Use | CLEAR ZONE  |              | APZ 1           |               | APZ 2           |                 | Total Change          |
|--|-------------|--------------|-----------------|---------------|-----------------|-----------------|-----------------------|
|  | NAS Miramar | MCAS Miramar | NAS Miramar     | MCAS Miramar  | NAS Miramar     | MCAS Miramar    |                       |
| Golf Course Clubhouses                                   |             |              |                 |               | 5.90            | 5.90            | No change             |
| Other Recreation   | 0.01        | 0.01         | 1.43            |               | 10.64           | 3.04            | -9.03                 |
| Arterial Commercial                                      |             |              | 7.57            | 1.92          |                 |                 | -5.65                 |
| Automobile Dealerships                                   |             |              | 9.87            | 14.45         |                 | 0.91            | 5.49                  |
| Cemetery   |             |              |                 |               | 10.34           | 35.47           | 25.13                 |
| Communications and Utilities                             |             |              | 34.51           | 9.84          | 0.95            | 6.36            | -19.26                |
| Community Shopping Centers                               |             |              |                 | 6.18          |                 |                 | 6.18                  |
| Extractive Industry                                      |             |              | 0.06            |               |                 |                 | -0.06                 |
| Fire/Police Stations                                     |             |              | 1.00            |               |                 | 1.00            | No change             |
| Freeways   |             |              | 186.66          | 29.20         | 133.63          | 199.23          | -91.86                |
| Golf Courses   |             |              |                 |               | 246.74          | 228.55          | -18.19                |
| Hospitals-General  |             |              |                 |               | 23.51           | 12.91           | -10.60                |
| Hotel/Motel  |             |              |                 |               | 11.69           | 12.42           | 0.73                  |
| Industrial Parks   |             |              | 149.59          | 34.27         | 424.61          | 585.91          | 45.98                 |
| Industrial Under Construction                            |             |              | 5.33            |               | 16.13           | 16.13           | -5.33                 |
| Junkyard/Dump/Landfill                                   |             |              | 12.70           |               |                 | 12.70           | No change             |
| Landscaped Open Space                                    |             |              |                 |               | 0.42            | 0.42            | No change             |
| Light Industry General                                   |             |              | 41.17           |               | 127.16          | 230.77          | 62.44                 |
| Multi-Family Residential                                 |             |              |                 |               | 0.85            | 15.53           | 14.68                 |
| Neighborhood Shopping Centers                            |             |              | 0.03            |               | 8.85            | 8.88            | No change but shifted |
| Office Under Construction                                |             |              | 1.11            |               | 5.80            | 4.40            | -2.51                 |
| Office-high rise   |             |              |                 |               | 4.77            | 6.18            | 1.41                  |
| Office-low rise  |             |              | 62.68           |               | 49.42           | 114.13          | 2.03                  |
| Open Space Reserves-Preserves                            |             |              | 144.59          | 0.93          | 535.71          | 946.74          | 267.37                |
| Retail Trade or Strip Commercial                         |             |              | 4.17            | 2.68          |                 | 4.17            | 2.68                  |
| Post Offices   |             |              |                 |               |                 | 2.01            | 2.01                  |
| Railroad Right of Ways                                   |             |              | 62.58           | 32.26         | 22.26           | 71.79           | 19.21                 |
| Resort   |             |              |                 |               | 14.87           | 14.87           | No change             |
| Road Right of Ways                                       | 0.62        | 0.62         | 70.13           | 26.17         | 131.45          | 209.01          | 33.60                 |
| Unclassified   |             |              |                 |               | 0.89            | 0.89            | No change             |
| Vacant and Undeveloped Land                              | 0.04        | 0.04         | 322.01          | 30.70         | 390.38          | 611.25          | -70.44                |
| Warehousing & Public Storage                             |             |              | 29.76           | 5.83          | 2.27            | 32.46           | 6.26                  |
| Wholesale Trade  |             |              | 7.71            |               | 0.42            | 12.19           | 4.06                  |
| <b>TOTAL PER ZONE</b>                                    | <b>0.67</b> | <b>0.67</b>  | <b>1,154.66</b> | <b>194.43</b> | <b>2,179.66</b> | <b>3,406.22</b> | <b>266.33</b>         |

Some of the land uses (shown in yellow above) are considered existing and nonconforming to the Navy Guidelines for an APZ (see Appendix Table 3)